



## INTERNATIONAL APPLICATION PUBLISHED UNDER THE PATENT COOPERATION TREATY (PCT)

(51) International Patent Classification <sup>7</sup> : C10L 1/14	A1	(11) International Publication Number: <b>WO 00/39254</b>	(43) International Publication Date: 6 July 2000 (06.07.00)
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(21) International Application Number: PCT/EP99/10448

(22) International Filing Date: 22 December 1999 (22.12.99)

(30) Priority Data:  
98310681.6 23 December 1998 (23.12.98) EP(71) Applicant: SHELL INTERNATIONALE RESEARCH  
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Ince, Chester, Cheshire CH1 3SH (GB).(81) Designated States: AE, AL, AM, AT, AU, AZ, BA, BB, BG,  
BR, BY, CA, CH, CN, CR, CU, CZ, DE, DK, DM, EE,  
ES, FI, GB, GD, GE, GH, GM, HR, HU, ID, IL, IN, IS, JP,  
KE, KG, KP, KR, KZ, LC, LK, LR, LS, LT, LU, LV, MA,  
MD, MG, MK, MN, MW, MX, NO, NZ, PL, PT, RO, RU,  
SD, SE, SG, SI, SK, SL, TJ, TM, TR, TT, TZ, UA, UG,  
UZ, VN, YU, ZA, ZW, ARIPO patent (GH, GM, KE, LS,  
MW, SD, SL, SZ, TZ, UG, ZW), Eurasian patent (AM, AZ,  
BY, KG, KZ, MD, RU, TJ, TM), European patent (AT, BE,  
CH, CY, DE, DK, ES, FI, FR, GB, GR, IE, IT, LU, MC,  
NL, PT, SE), OAPI patent (BF, BJ, CF, CG, CI, CM, GA,  
GN, GW, ML, MR, NE, SN, TD, TG).**Published***With international search report.**Before the expiration of the time limit for amending the  
claims and to be republished in the event of the receipt of  
amendments.*

(54) Title: FUEL OIL COMPOSITION

## (57) Abstract

The invention provides a fuel oil composition comprising a major proportion of a liquid hydrocarbon middle distillate fuel oil, from 1 to 5000 ppmw based on the composition of a polyoxyalkylene glycol derivative and from 1 to 100 ppmw based on the composition of an organosilicone antifoam additive, wherein before mixing of the organosilicone antifoam with any other component of the fuel oil composition, the organosilicone antifoam additive is heated at a temperature of at least 40 °C for a sufficient period of time to achieve improved antifoam properties of the fuel oil composition; a process for the preparation of such a fuel oil composition; and a method of fuelling a road vehicle with such a composition.

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FUEL OIL COMPOSITION

This invention relates to fuel oil compositions, processes for their preparation and their use in fuelling road vehicles.

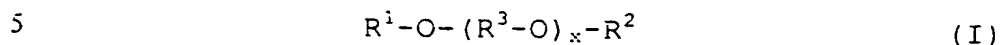
A common problem in the handling of liquid fuels, particularly fuel oil compositions, e.g. in the processing and transport of such fuels, but particularly in the fuelling of road vehicles, is foaming of the fuel.

A broad class of organosilicone antifoam additives for liquid hydrocarbon fuels, particularly fuel oils, has been developed, for example those commercially available under the "TEGOPREN" trade mark ex Th. Goldschmidt A.G. (e.g. "T 5851" and "MR 2068"), Q25907 (ex Dow Corning), under the "RHODORSIL" trade mark ex Rhone Poulenc, or under the "SAG" trade mark ex OSi Specialties (e.g. "TP-325" and "Y-14326").

Organosilicone antifoam additives, which are siloxane-containing compounds, are described, for example in US Patent 4,690,688 (Dow Corning), US Patent 5,542,960 (OSi Specialties), US Patent 5,613,988 (Th. Goldschmidt) and EP-A-849 352 (Th. Goldschmidt).

Dehazers are frequently incorporated into fuel oil compositions. Dehazers are typically polyoxyalkylene glycol derivatives, and polyoxyalkylene glycol dehazers include formaldehyde resins, which can be regarded as polyoxymethylene glycol derivatives, e.g. alkoxylated phenol formaldehyde polymer dehazers. Commercial examples of polyoxyalkylene glycol dehazers include dehazers available ex Nalco/Exxon Energy Chemicals Ltd and dehazers available under the "TOLAD" trade mark ex Petrolite Ltd.

WO 98/28383 provides the use, as an additive in a diesel fuel comprising a major proportion of a diesel oil, of an effective concentration of a polyether derivative of general formula



wherein each of  $\text{R}^1$  and  $\text{R}^2$  independently represents a hydrogen atom, a  $\text{C}_{1-30}$  alkyl or alkenyl group optionally substituted by one or more amino or hydroxy groups, or a  $\text{C}_{2-7}$  alkanoyl group,  $x$  has an average value in the range 2 to 200, and each moiety  $\text{R}^3$  is independently selected from  $\text{C}_{2-4}$  alkylene moieties, for reducing white smoke emissions under cold-running engine conditions.

It has now surprisingly been found that subjecting an organosilicone antifoam additive to a heat treatment and subsequently incorporating the resulting additive in a fuel oil composition together with a polyoxyalkylene glycol derivative such as a polyoxyalkylene glycol dehazer or a polyether derivative of formula I can result in enhanced antifoam performance being achieved in the fuel oil composition. Heat treatment of already formed fuel oil compositions, or of additive concentrates containing both organosilicone antifoam additive and polyoxyalkylene glycol derivative before adding concentrate to fuel oil, has not been found to result in a similar effect.

According to the present invention there is provided a fuel oil composition comprising a major proportion of a liquid hydrocarbon middle distillate fuel oil, from 1 to 5000 ppmw based on the composition of a polyoxyalkylene glycol derivative and from 1 to 100 ppmw based on the composition of an organosilicone antifoam additive, wherein before mixing of the organosilicone antifoam with any other component of the fuel oil composition, the

organosilicone antifoam additive is heated at a temperature of at least 40°C for a sufficient period of time to achieve improved antifoam properties of the fuel oil composition.

5       The organosilicone antifoam additive is preferably heated at a temperature in the range 40°C to 80°C, more preferably 40°C to 65°C, most preferably 40°C to 60°C.

10       The duration of the heat treatment will vary according to the temperature of the heat treatment and the specific organosilicone antifoam additive selected, and optimal combinations can readily be found by routine testing, as will be apparent in the examples given hereinafter.

15       The organosilicone antifoam additives are siloxane-containing compounds, and examples thereof are described, for examples, in US Patents 4,690,688 (Dow Corning), 5,542,960 (Osi Specialties) and 5,613,988 (Th. Goldschmidt) and EP-A-849 352 (Th. Goldschmidt). Commercially available examples are those available from  
20       Th Goldschmidt A.G. under the trade mark "TEGOPREN" (e.g. "T 5851" and "MR 2068"), from Dow Corning under the trade designation "Q25907", from Rhone Poulenc under the trade mark "RHODORSIL", and from Osi Specialties under the trade mark "SAG" (e.g. "TP-325" and "Y-14326").

25       The polyoxyalkylene glycol dehazer may consist of a single polyoxyalkylene glycol derivative, or it may contain more than one such derivative, and optionally an additional component or components which are not polyoxyalkylene glycol derivatives may be present.

30       Polyoxyalkylene glycol dehazers include formaldehyde resins, which can be regarded as polyoxymethylene glycol derivatives, e.g. alkoxylated phenol formaldehyde polymer dehazers. Commercially such dehazers are available, for example, from Nalco/Exxon Energy Chemicals Ltd, e.g. the

alkoxylated phenol formaldehyde polymer dehazers  
designated "EC5541A", "EC7115A" and "EC5642A", and from  
Petrolite Ltd under the "TOLAD" trade mark, e.g. the  
polyoxyalkylene dehazers designated "TOLAD 9318" and  
5 "TOLAD 9312".

Further, polyoxyalkylene glycol derivatives that may  
be used according to the present invention include those  
designated "PEG 200" dioleate and "PEG 200" dilaurate  
from Unitex, "SYNALOX 100-20B" from Dow, "SAP 949" from  
10 Infineum and "NEODOL 91-SE" ("NEODOL" is a trade mark)  
from member companies of the Royal Dutch/Shell Group.

The polyether derivative of formula I may consist of  
a single polyether derivative, or it may contain more  
than one such derivative, and optionally an additional  
15 component or components which are not polyether  
derivatives may be present.

In this specification, an alkyl, alkenyl or alkylene  
moiety may be straight-chain or branched, and an alkenyl  
group may contain more than one site of unsaturation,  
20 although it is preferably mono-unsaturated.

The polyether derivatives of formula I are mostly  
known compounds, and they may be made by known methods or  
by methods analogous to known methods, as will be readily  
appreciated by those skilled in the art.

25 Preferred polyether derivatives accord with one or  
more of the following parameters:-

- (i) each of  $R^1$  and  $R^2$  independently represents a  
hydrogen atom, a  $C_{1-20}$  alkyl group optionally  
substituted by an amino group, or a  $C_{2-4}$  alkanoyl  
30 group,
- (ii)  $x$  has an average value in the range 2 to 150,

(iii) each of R<sup>1</sup> and R<sup>2</sup> independently represents a hydrogen atom or a C<sub>1-20</sub> alkyl group optionally substituted by an amino group.

Suitable polyethers include those sold under the trade designation "OXILUBE 500" from member companies of the Royal Dutch/Shell Group and the trade designation "SAP 949" from Infineum.

The liquid hydrocarbon middle distillate fuel oil is derived from petroleum and will typically have a boiling range in the range 100°C to 500°C, e.g. 150°C to 400°C. Such petroleum-derived fuel oils may comprise atmospheric distillate or vacuum distillate, or cracked gas oil or a blend in any proportion of straight run and thermally and/or catalytically cracked distillates. Preferred fuel oil compositions of the invention are diesel fuel compositions. Diesel fuels typically have initial distillation temperature about 160°C and final distillation temperature of 290-360°C, depending on fuel grade and use.

The fuel oil itself may be an additised (additive-containing) oil or an unadditised (additive-free) oil. If the fuel oil is an additised oil, it will contain minor amounts of one or more additives, e.g. one or more additives selected from anti-static agents, pipeline drag reducers, flow improvers (e.g. ethylene/vinyl acetate copolymers or acrylate/maleic anhydride copolymers) and wax anti-settling agents (e.g. those commercially available under the Trade Marks "PARAFLOW" (e.g. "PARAFLOW" 450; ex Infineum), "OCTEL" (e.g. "OCTEL" W 5000; ex Octel) and "DODIFLOW" (e.g. DODIFLOW v 3958; ex Hoechst).

The fuel oil preferably has a sulphur content of at most 0.05% by weight (500 ppmw) ("ppmw" is parts per million by weight). Advantageous compositions of the

invention are also attained when the sulphur content of the fuel oil is below 0.005 % by weight (50 ppmw) or even below 0.001% by weight (10 ppmw).

5 The polyoxyalkylene glycol derivative may conveniently be present in an amount up to 100 ppmw. The concentration of the polyoxyalkylene glycol derivative is preferably in an amount of up to 50 ppmw, more preferably in the range 1 to 20 ppmw, and most preferably 2 to 10 ppmw (e.g. about 5 ppmw).

10 In a preferred embodiment, polyoxyalkylene glycol dehazer may conveniently be present in an amount up to 50 ppmw based on the fuel oil composition. The concentration of the polyoxyalkylene glycol dehazer is preferably in the range 1 to 20 ppmw, and more preferably  
15 2 to 10 ppmw (e.g. about 5 ppmw).

The organosilicone antifoam additive may conveniently be present in an amount up to 50 ppmw. The concentration of the organosilicone antifoam additive is preferably in the range 1 to 20 ppmw, and more preferably 2 to 10 ppmw  
20 (e.g. about 5 ppmw).

The relative concentrations of organosilicone antifoam additive: polyoxyalkylene glycol derivative are conveniently in the range 1:1000 to 10:1, preferably in the range 1:750 to 10:1, more preferably 1:625 to 10:1.

25 The relative concentrations of organosilicone antifoam additive:polyoxyalkylene glycol dehazer are preferably in the range 1:10 to 10:1, more preferably 1:5 to 5:1, advantageously 2:5 to 5:2 and conveniently about 1:1.

30 Fuel oil compositions of the present invention may contain other additive components in addition to those already indicated. For example, a dispersant additive, e.g. a polyolefin substituted succinimide or succinamide of a polyamine, may be included. Such dispersant



additives are described for example in UK Patent 960,493, EP-A-147 240, EP-A-482 253, EP-A-613 938, EP-A-557 561 and WO 9842808. Such dispersant additives are preferably present in amounts in the range of from 10 to 400 ppmw, more preferably 40 to 200 ppmw, active matter based on the fuel oil composition.

When the liquid hydrocarbon middle distillate fuel oil has a sulphur content of 500 ppmw or less, the fuel oil composition preferably additionally contains a lubricity enhancer in an amount in the range from 50 to 500 ppmw based on the fuel oil composition. Commercially available lubricity enhancers include those available as "EC 831" and "PARADYNE (trade mark) 655" ex Infineum, "HITEC" (trade mark) E 580 ex Ethyl Corporation and "VEKTRON" (trade mark) 6010 ex Infineum.

Further additional additive components which may be present include ignition improvers (cetane improvers) (e.g. 2-ethylhexyl nitrate, cyclohexyl nitrate, ditertiarybutyl peroxide and those disclosed in US Patent No. 4,208,190 (at Column 2, line 27 to Column 3, line 21); anti-rust agents (e.g. that commercially sold by Rhein Chemie, Mannheim, Germany as "RC 4801", a propane-1,2-diol semiester of tetrapropenyl succinic acid, or polyhydric alcohol esters of a succinic acid derivative, the succinic acid derivative having on at least one of its alpha-carbon atoms an unsubstituted or substituted aliphatic hydrocarbon group containing from 20 to 500 carbon atoms, e.g. the pentaerythritol diester of polyisobutylene-substituted succinic acid), reodorants, anti-wear additives; anti-oxidants (e.g. phenolics such as 2,6-di-tert-butylphenol, or phenylenediamines such as N,N'-di-sec-butyl-p-phenylenediamine); and metal deactivators. A reodorant may be included, if desired.

The concentration of the ignition improver in the fuel is preferably in the range 0 to 600 ppmw, e.g. 300 to 500 ppmw. Concentrations of other additives not yet specified are each preferably in the range 0 to 20 ppmw.

5       The present invention further provides a process for the preparation of a fuel oil composition according to the invention, as defined above, which comprises heating the organosilicone antifoam additive at the temperature of at least 40°C for the sufficient period of time, and  
10       admixing the resulting organosilicone antifoam additive, the polyoxyalkylene glycol derivative, and optionally other additive components with the fuel oil.

Advantageously, this process may comprise admixing the resulting organosilicone antifoam additive, the  
15       polyoxyalkylene glycol derivative and optionally other additive components, to form an additive concentrate, and thereafter admixing the additive concentrate with the fuel oil.

Where an additive concentrate is prepared, it is  
20       preferred to have present as one of the additive components a fuel-compatible diluent, which may be a carrier oil (e.g. a mineral oil), a polyether, which may be capped or uncapped, a non-polar solvent such as toluene, xylene, white spirits and those sold by member  
25       companies of the Royal Dutch/Shell Group under the Trade Mark "SHELLSOL", and/or a polar solvent such as esters and, in particular, alcohols, e.g. hexanol, 2-ethylhexanol, decanol, isotridecanol and alcohol mixtures such as those sold by member companies of the  
30       Royal Dutch/Shell Group under the Trade Mark "LINEVOL", especially "LINEVOL" 79 alcohol which is a mixture of C<sub>7-9</sub> primary alcohols, or the C<sub>12-14</sub> alcohol mixture commercially available from Sidobre Sinnova, France under the Trade Mark "SIPOL".

The invention still further provides a method of fuelling a road vehicle equipped with a compression-ignition engine and a fuel tank therefor which comprises introducing into the fuel tank a composition according to the invention, as defined above.

In this description, all parts and percentages are by weight, unless stated otherwise, and the term "comprises" is used in the sense of "contains" or "includes", and not in the sense of "consists of", unless the context requires otherwise.

The present invention will be further understood from the following illustrative examples, in which various terms have the following significance.

Detergent A is the reaction product of a polyisobutenyl succinic anhydride in which the number average molecular weight of the polyisobutenyl chain (PIB Mn) is 950 with tetraethylene pentamine (TEPA), closely corresponding to Dispersant Additive Test Material 1 of WO 9842808.

Detergent B is the reaction product of a polyisobutenyl succinic anhydride in which the number average molecular weight of the polyisobutenyl chain (PIB Mn) is 950 with tetraethylene pentamine (TEPA), closely corresponding to Dispersant Additive Test Material Comp. A of WO 9842808.

2-EHN Cetane improver is 2-ethylhexylnitrate.

2-EHA Solvent is 2-ethylhexanol.

"LINEVOL 79" Solvent ("LINEVOL" is a trade mark) is a blend of C<sub>7-9</sub> primary alcohols available from member companies of the Royal Dutch/Shell group.

"P-655" Lubricity enhancer is a synthetic ester-containing lubricity additive available ex Infineum, under the trade designation "PARADYNE 655" ("PARADYNE" is a trade mark).

"VEKTRON 6010" Lubricity enhancer ("VEKTRON" is a trade mark) is an organic acid-containing lubricity additive available ex Infineum.

5 Anti-rust agent C is a hydroxypropyl ester of tetrapropenyl succinic acid (propane-1,2-diol semiester of tetrapropenyl succinic acid) (c.f. Example IV of UK Patent 1,306,233).

Reodorant is a proprietary ester- and ketone-containing reodorant.

10 "EC5541A", "EC7115A" and "EC5642A" (formerly "NALCO 7D-07"), Dehazers are polyoxyalkylene glycol dehazers, more specifically alkoxylated phenol formaldehyde polymer dehazers, available ex Nalco/Exxon Energy Chemicals Ltd., Fareham, UK ("NALCO" is a trade mark).

15 "TOLAD 9318" Dehazer and "TOLAD 9312" Dehazer ("TOLAD" is a trade mark) are polyoxyalkylene glycol dehazers available ex Petrolite Limited, Liverpool, UK.

"PEG 200" dioleate and "PEG 200" dilaurate are polyoxyalkylene glycols capped with oleate and laurate groups respectively, available ex Unitex.

20 "NEODOL 91-5E" polyoxyalkylene glycol ("NEODOL" is a trade mark) is a polyoxyethylene glycol hemiether (monoether) available from member companies of the Royal Dutch/Shell Group.

25 "SAP 949" polyoxyalkylene glycol is a polyoxypropylene glycol hemiether (monoether) available from Infineum.

30 "SYNALOX 100-20B" is a polyoxyalkylene glycol hemiether (monoether) with one butyl end group, available ex Dow.

"TP-325" Antifoam and "Y-14326" Antifoam, available ex Osi Specialties (UK) Ltd, Harefield, UK, and "MR-2068" Antifoam, available ex Th-Goldschmidt, Essen, Germany,

are all organosilicone (siloxane-containing) antifoam additives.

In the examples, the following Methods are referred to (Methods A to E).

5     Method A:

The specified liquid was heat treated according to the following method:

10     The stated amount of the specified liquid was put into a container. The container was then sealed with a screw cap. The container was then placed in a pre-heated oven at the specified temperature (see examples). The liquid was left in the oven in the container for the specified number of hours, then removed and left to cool down to ambient temperature (20°C) with the screw cap  
15     still in place for approximately 10 minutes. After 10 minutes, the screw cap was removed and the temperature of the specified liquid was checked to be consistent with ambient temperature. Blends were then prepared according to Method B.

20     See example tables for specified conditions.

Method B:

Additive packages were blended in accordance with the following method:

25     The additive package components were measured out by mass using a digital balance into a glass container. The masses and dose rates of the additives package components in the fuel are shown below.

30     The antifoam component was added to the other package components in the amount shown in the tables below. The components were measured out into the container in the order shown in the tables below. The container with all the package components in was sealed and then shaken to thoroughly mix the additive package.

Additive Package a:

Used in Examples 1,2,5 and 6

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
Detergent A	150	7.5
2-EHN Cetane improver	300	15.0
2-EHA Solvent	100	5.0
"P-655" Lubricity enhancer	100	5.0
"EC5541A" Dehazer	5	0.25
"VEKTRON 6010" Lubricity enhancer	25	1.25
Reodorant	25	1.25
"TP-325" Antifoam	5	0.25
<hr/>		
<u>Total Treat Rate = 710ppmw      Total Mass Of Package = 35.5g</u>		

Additive Package b:

Used in Example 3

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
Detergent A	150	7.5
2-EHN Cetane improver	300	15.0
2-EHA Solvent	100	5.0
"P-655" Lubricity enhancer	100	5.0
"EC5541A" Dehazer	5	0.25
"VEKTRON 6010" Lubricity enhancer	25	1.25
Reodorant	25	1.25
"Y-14326" Antifoam	5	0.25
<hr/>		
<u>Total Treat Rate = 710ppmw      Total Mass Of Package =35.5g</u>		

Additive Package c:

Used in Example 4

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
Detergent A	150	7.5
2-EHN Cetane improver	300	15.0
2-EHA Solvent	100	5.0
"P-655" Lubricity enhancer	100	5.0
"EC5541A" Dehazer	5	0.25
"VEKTRON 6010" Lubricity enhancer	25	1.25
Reodorant	25	1.25
"MR-2068" Antifoam	5	0.25
<hr/>		
<u>Total Treat Rate</u> = 710ppmw <u>Total Mass Of Package</u> =35.5g		

Additive Package d:

Used in Example 6

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
Detergent A	150	7.5
2-EHN Cetane improver	300	15.0
2-EHA Solvent	100	5.0
"P-655" Lubricity enhancer	100	5.0
"EC5541A" Dehazer	5	0.25
"VEKTRON 6010" Lubricity enhancer	25	1.25
Reodorant	25	1.25
"TP-325" Antifoam	2	0.1
<hr/>		
<u>Total Treat Rate</u> = 707ppmw <u>Total Mass Of Package</u> =35.35g		

Additive Package e:

Used in Example 6

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
Detergent A	150	7.5
2-EHN Cetane improver	300	15.0
2-EHA Solvent	100	5.0
"P-655" Lubricity enhancer	100	5.0
"EC5541A" Dehazer	5	0.25
"VEKTRON 6010" Lubricity enhancer	25	1.25
Reodorant	25	1.25
"TP-325" Antifoam	8	0.4
<u>Total Treat Rate = 713ppmw    Total Mass Of Package =35.65g</u>		

Additive Package f:

Used in Example 6

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
Detergent A	150	7.5
2-EHN Cetane improver	300	15.0
2-EHA Solvent	100	5.0
"P-655" Lubricity enhancer	100	5.0
"EC5541A" Dehazer	5	0.25
"VEKTRON 6010" Lubricity enhancer	25	1.25
Reodorant	25	1.25
"TP-325" Antifoam	10	0.5
<u>Total Treat Rate = 715ppmw    Total Mass Of Package =35.75g</u>		



Additive Package g:

Used in Example 7

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
Detergent A	150	7.5
2-EHA Solvent	100	5.0
"TP-325" Antifoam	5	0.5
<u>Total Treat Rate</u> = 255ppmw		<u>Total Mass Of Package</u> =13.0g

Additive Package h:

Used in Examples 7 and 8

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
2-EHA Solvent	100	5.0
"EC5541A" Dehazer	5	0.25
"TP-325" Antifoam	5	0.5
<u>Total Treat Rate</u> = 110ppmw		<u>Total Mass Of Package</u> =5.75g

Additive Package i:

Used in Example 7

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
2-EHA Solvent	100	5.0
"VEKTRON 6010" Lubricity enhancer	25	1.25
"TP-325" Antifoam	10	0.5
<u>Total Treat Rate</u> = 135ppmw		<u>Total Mass Of Package</u> =6.75g

Additive Package j:

Used in Example 7

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
Detergent A	150	7.5
2-EHA Solvent	100	5.0
"EC5541A" Dehazer	5	0.25
"TP-325" Antifoam	10	0.5
<u>Total Treat Rate = 265ppmw    Total Mass Of Package =13.25g</u>		

Additive Package k:

Used in Example 7

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
Detergent A	150	7.5
2-EHN Cetane improver	300	15.0
2-EHA Solvent	100	5.0
"TP-325" Antifoam	10	0.5
<u>Total Treat Rate = 560ppmw    Total Mass Of Package =28.0g</u>		

Additive Package l:

Used in Example 7

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
2-EHN Cetane improver	300	15.0
2-EHA Solvent	100	5.0
"EC5541A" Dehazer	5	0.25
"TP-325" Antifoam	10	0.5
<u>Total Treat Rate = 415ppmw    Total Mass Of Package =20.75g</u>		

Additive Package m:

Used in Example 7

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
2-EHN Cetane improver	300	15.0
2-EHA Solvent	100	5.0
"TP-325" Antifoam	10	0.15
<u>Total Treat Rate</u> = 410ppmw		<u>Total Mass Of Package</u> = 20.5g

Additive Package n:

Used in Example 8

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
2-EHA Solvent	100	5.0
"EC5642A" Dehazer	5	0.25
"TP-325" Antifoam	5	0.25
<u>Total Treat Rate</u> = 110ppmw		<u>Total Mass Of Package</u> = 5.5g

Additive Package o:

Used in Example 8

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
2-EHA Solvent	100	5.0
"EC7115A" Dehazer	5	0.25
"TP-325" Antifoam	5	0.25
<u>Total Treat Rate</u> = 110ppmw		<u>Total Mass Of Package</u> = 5.5g

Additive Package p:

Used in Example 8

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
2-EHA Solvent	100	5.0
"Tolad 9318" Dehazer	5	0.25
"TP-325" Antifoam	5	0.25
<u>Total Treat Rate = 110ppmw</u>		<u>Total Mass Of Package =15.5g</u>

Additive Package q:

Used in Example 8

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
2-EHA Solvent	100	5.0
"Tolad 9312" Dehazer	5	0.25
"TP-325" Antifoam	5	0.25
<u>Total Treat Rate = 110ppmw</u>		<u>Total Mass Of Package = 5.5g</u>

Additive Package a2:

Used in Example 9

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
Detergent A	150	10.5
2-EHN Cetane improver	300	21.0
2-EHA Solvent	100	7.0
"P-655" Lubricity enhancer	100	7.0
"EC5541A" Dehazer	5	0.35
"VEKTRON 6010" Lubricity enhancer	25	1.75
Reodorant	25	1.75
"TP-325" Antifoam	5	0.35
<u>Total Treat Rate = 710ppmw</u>		<u>Total Mass Of Package =49.7g</u>

Additive Package r:

Used in Example 9

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
Detergent A	300	21.0
2-EHN Cetane improver	300	21.0
2-EHA Solvent	175	12.25
"EC5541A" Dehazer	5	0.35
"VEKTRON 6010" Lubricity enhancer	225	15.75
Reodorant	25	1.75
"Y-14326" Antifoam	5	0.35
<u>Total Treat Rate = 1035ppmw    Total Mass Of Package = 72.45g</u>		

Additive Package s:

Used in Example 9

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
Detergent B	300	21.0
"Linevol 7-9" Solvent	25	1.75
2-EHN Cetane improver	300	21.0
Anti-rust agent C	5	0.35
"EC5541A" Dehazer	5	0.35
"TP-325" Antifoam	5	0.35
<u>Total Treat Rate = 640ppmw    Total Mass Of Package = 44.8g</u>		

Additive Package t:

Used in Example 9

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
Detergent A	150	10.5
2-EHN Cetane improver	300	21.0
2-EHA Solvent	175	12.25
"EC7511A" Dehazer	5	0.35
"VEKTRON 6010" Lubricity enhancer	225	15.75
Reodorant	25	1.75
"Y-14326" Antifoam	5	0.35

Total Treat Rate = 885ppmw    Total Mass Of Package =61.95g

Additive Package u:

Used in Example 10

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
2-EHA Solvent	100	2.5
"SAP 949" (polyether)	5000	125
"TP-325" Antifoam	8	0.20

Total Treat Rate = 5108ppmw    Total Mass Of Package =127.52g

Additive Package v:

Used in Example 10

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
2-EHA Solvent	100	2.5
"SAP 949" (polyether)	5000	125
"TP-327" Antifoam	8	0.20

Total Treat Rate = 5108 ppmw    Total Mass Of Package =127.52g

Additive Package w:

Used in Example 10

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
2-EHA Solvent	100	2.5
"SAP 949" (polyether)	5000	125
"MR 2068" Antifoam	8	0.20
<u>Total Treat Rate = 5108 ppmw    Total Mass Of Package =127.52g</u>		

Additive Package x:

Used in Example 10

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
2-EHA Solvent	100	5.0
"SAP 949" (polyether)	16	0.8
"MR 2068" Antifoam	8	0.4
<u>Total Treat Rate = 124 ppmw    Total Mass Of Package = 6.2g</u>		

Additive Package y:

Used in Example 10

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
2-EHA Solvent	100	5.0
"SAP 949" (polyether)	100	5.0
"MR 2068" Antifoam	8	0.4
<u>Total Treat Rate = 208ppmw    Total Mass Of Package =10.4g</u>		

Additive Package z:

Used in Example 11

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
2-EHA Solvent	100	5.0
"PEG200" dioleate (polyether)	100	5.0
"MR 2068" Antifoam	8	0.4
<u>Total Treat Rate</u> = 208 ppmw <u>Total Mass Of Package</u> =10.4g		

Additive Package aa:

Used in Example 11

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
2-EHA Solvent	100	5.0
"PEG200" dilaurate (polyether)	100	5.0
"MR 2068" Antifoam	8	0.4
<u>Total Treat Rate</u> = 208 ppmw <u>Total Mass Of Package</u> =10.4g		

Additive Package bb:

Used in Example 11

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
2-EHA Solvent	100	5.0
"Neodol 91-5E" (polyether)	100	5.0
"MR 2068" Antifoam	8	0.4
<u>Total Treat Rate</u> = 208 ppmw <u>Total Mass Of Package</u> =10.4g		



Additive Package cc:

Used in Example 11

<u>Additive Package Component</u>	<u>Dose Rate in Fuel (ppmw)</u>	<u>Mass of Component Blended (grams)</u>
2-EHA Solvent	100	5.0
"Synalox 100-20B" (polyether)	100	5.0
"MR 2068" Antifoam	8	0.4
<u>Total Treat Rate</u> = 208ppmw		<u>Total Mass Of Package</u> =10.4g

Method C:

The additive package was blended into the base fuel according to the following method.

The amount of additive package to add to the specified mass of base fuel to achieve a desired concentration was calculated.

For example, the total mass of an additive package of desired treat rate 710 ppm in 500 g of base fuel is 0.355 g.

The calculated mass of the prepared additive package was measured out into a metal can. The specified mass of base fuel was then added and the can was sealed. The base fuel and additive package in the can were then shaken together to ensure thorough mixing.

Method D:

This is industry standard NFM 07-075:1995 antifoam test. Where results are indicated as being statistically significant, those are assessed by a standard statistical method (BS 2846, Part 4).

Method E:

## Carboy Filling Test

A clean twenty-litre conical-necked glass vessel (carboy) is positioned on industrial scales of 50 kg capacity. Fuel is dispensed by a fuel pump of 40 l/min

nominal capacity through a standard garage forecourt  
fuel-dispensing nozzle, with the nozzle outlet 4 cm below  
the vessel neck opening. Fuel is dispensed into the  
vessel simultaneously with starting a stopwatch. The  
5 fuel is dispensed until fuel and foam reach the top of  
the jar. Flow of fuel is stopped, and the stopwatch is  
stopped. Weight of fuel in the jar and time (in seconds)  
are noted (initial fill). After 10 seconds, fuel flow  
and stopwatch are restarted, and both are stopped when  
10 fuel and foam reach the top of the jar (second fill).  
Total weight and elapsed time on stopwatch are noted.  
This procedure is repeated in like manner for third and  
fourth fills. After the fourth fill, foam is allowed to  
disperse until an area of clear fuel is visible on the  
15 surface. Fuel is then introduced in spurts until the jar  
is full. Total time and weight are noted. Graphs of  
weight vs time are plotted, and from these are derived %  
fill at initial fill, time to 98% fill and time to 100%  
fill.

20 In the following examples, four different base fuels  
were used as indicated. All were produced by European  
refineries to meet current EN590 specifications. The  
properties of the fuels are given below.

Properties of base fuel:

PROPERTIES	Base Fuel v
DENSITY @ 15°C (IP365/ASTM D4052) g/cm <sup>3</sup>	0.8312
DISTILLATION (IP123/ASTM D86)	
IBP °C	170.0
10%	205.0
20%	221.0
30%	239.0
40%	255.0
50%	274.0
60%	288.0
70%	299.0
80%	312.0
90%	328.0
95%	339.0
FBP	357.0
CETANE NUMBER ASTM D613	55.1
SULPHUR (IP373) ppmw	54.9

PROPERTIES	Base Fuel w
DENSITY @ 15°C (IP365/ASTM D4052) g/cm <sup>3</sup>	0.8333
DISTILLATION (IP123/ASTM D86)	
IBP °C	163.0
10%	203.0
20%	225.0
30%	248.0
40%	268.0
50%	285.0
60%	302.0
70%	316.0
80%	331.0
90%	347.0
95%	358.0
FBP	374.0
CETANE NUMBER ASTM D613	52.1
SULPHUR (IP373) ppmw	500

PROPERTIES	Base Fuel x
DENSITY @ 15°C (IP365/ASTM D4052) g/cm <sup>3</sup>	0.8551
DISTILLATION (IP123/ASTM D86)	
IBP °C	207.0
10%	250.0
20%	264.0
30%	275.0
40%	285.0
50%	298.0
60%	303.0
70%	312.0
80%	324.0
90%	338.0
95%	349.0
FBP	369.0
CETANE NUMBER ASTM D613	50.1
SULPHUR (IP373) ppmw	300

PROPERTIES	Base Fuel y
DENSITY @ 15°C (IP365/ASTM D4052) g/cm <sup>3</sup>	0.8312
DISTILLATION (IP123/ASTM D86)	
IBP °C	170.0
10%	205.0
20%	221.0
30%	239.0
40%	255.0
50%	274.0
60%	288.0
70%	299.0
80%	312.0
90%	328.0
95%	339.0
FBP	357.0
CETANE NUMBER ASTM D613	53.3
SULPHUR (IP373) ppmw	400

PROPERTIES	Base Fuel z
DENSITY @ 15°C (IP365/ASTM D4052) g/cm <sup>3</sup>	0.8443
DISTILLATION (IP123/ASTM D86)	
IBP °C	164.0
10%	206.0
20%	228.0
30%	238.0
40%	254.0
50%	268.0
60%	283.0
70%	297.0
80%	312.0
90%	328.0
95%	339.0
FBP	363.0
CETANE NUMBER ASTM D613	53.0
SULPHUR (IP373) ppmw	370

Example 1:

This example is designed to show the effect produced by heat treating the antifoam component of the additive package prior to blending the additive package.

Base fuel w and additive package a were used in this example.

The specified temperature for this example as referred to in Method A is 50°C.

The specified mass of base fuel as referred to in Method C is 500g.

The duration of the heat treatment of the antifoam as referred to in Method A was 72 hours in each case.

Specific conditions used to generate the examples are given in Table 1 below.

In Examples 1a and 1b the antifoam liquid was heat treated according to Method A. The additive package was

blended according to Method B. Method C was employed to blend the additive package with the base fuel.

Fuel sample Comparative A was blended according to Method C, excepting that the antifoam component of the additive package was not heat treated (Method A).

Fuel sample Comparative B was blended via Method C with an additive package consisting of only the heat treated liquid antifoam (Method A).

Fuel sample Comparative C was prepared according to Method C using a heat treated complete additive package to dose the base fuel. In this case, the additive package was blended according to Method B but using a non-heat treated antifoam liquid. The complete additive package was then heat treated according to Method A. The base fuel was then dosed with the heat treated additive package after it had cooled down to ambient temperature (20°C) (Method C).

Comparative D was prepared by heat treating the dosed fuel. The additive package was prepared as for Comparative C (with a non heat treated antifoam liquid). The base fuel was dosed with the additive according to Method C. The 500g of dosed fuel was then heat treated according to Method A. The heat treated fuel was then left to cool down to ambient temperature (20°C) for at least twenty minutes. The cap was then removed and the temperature was checked to be consistent with ambient temperature.

In Comparative E the antifoam liquid and the dehazer liquid were mixed together, and the resulting mixture was heat treated in accordance with Method A. The additive package was blended using Method B. Method C was then employed to blend the additive package with the base fuel.

Method D was used to test the fuels after the blending procedures were completed. In the case of Example 1a and the comparative examples, testing was done directly after blending. In the case of Example 1b, testing was done after standing for 48 hours at ambient temperature (20°C).

Statistically significant results are indicated by\*

Table 1

Sample	Foam Volume (ml) ( $\pm(2.604)$ ml)	Dissipation time(s) $\pm(1.054)$ s
Example 1a	40*	6*
Comp. A <i>fuel containing</i>	58	9
Comp. B <i>fuel containing antifoam</i>	57	9
Comp. C <i>fuel containing antifoam</i>	55	8
Comp. D <i>fuel containing antifoam</i>	54	8
Comp. E <i>fuel containing antifoam</i>	72	37
Example 1b	43*	6*

It will be noted that the foam volume and dissipation time parameters for Example 1a and 1b are surprisingly superior to those for fuel containing antifoam which has not been heat treated (Comparative A), fuel containing heat-treated antifoam as sole additive (Comparative B), fuel containing additive package wherein the formulated additive package is heat-treated (Comparative C), fuel which is heat-treated after addition of additive package (Comparative D) and fuel containing a complete additive package in which the antifoam and dehazer have been heat treated together (Comparative E).

Example 2:

This example is designed to show the effect that the duration of heat treatment of the antifoam liquid has on the effect shown in Example 1.

Base fuel x and additive package a were used in this example.

The specified temperature for this example as referred to in Method A is 50°C.

5 The specified mass of base fuel as referred to in Method C is 500g.

10 The fuel samples for Comparatives G-K and Examples 2a-2l were prepared in the following way. The antifoam liquid was heat treated according to Method A. The specified number of hours for the heat treatment as referred to in Method A are given in Table 2. The additive packages were blended according to Method B. Method C was employed to blend the additive packages with the base fuel.

15 Fuel sample Comparative F was blended according to Method B, excepting that the antifoam component of the additive package was not heat treated (Method A). Method C was employed to blend the additive packages with the base fuel.

20 Method D was used to test the fuel samples after the blending procedures were completed.

Results and duration of heat treatment (hours) are given in Table 2 following, in which statistically significant results are indicated by \*:

25

Table 2

Sample	Duration of Heat Treatment (hours)	Foam Volume (ml) $\pm(2.604)\text{ml}$	Dissipation time(s) $\pm(1.054)\text{s}$
Comp. F	0	52	16
Comp. G	1	54	15
Comp. H	2	49	15
Comp. I	4	48	15
Comp. J	6	48	14
Comp. K	7	51	15



Example 2a	8	47*	14*
Example 2b	18	43*	14*
Example 2c	23	40*	15*
Example 2d	42	40*	14*
Example 2e	44	40*	12*
Example 2f	46	38*	12*
Example 2g	48	38*	11*
Example 2h	72	38*	10*
Example 2i	96	40*	10*
Example 2j	120	38*	10*
Example 2k	144	38*	11*
Example 2l	168	37*	10*

Example 3:

This example is designed to show the effect that the duration of heat treatment of the antifoam liquid has on the effect shown in Example 1.

Base fuel w and additive package b were used in this example.

The specified temperature for this example as referred to in Example A is 50°C.

The specified mass of base fuel as referred to in Method C is 500g.

The fuel samples for Comparative M and Examples 3a - 3c were prepared in the following way. The antifoam liquid was heat treated according to Method A. The specified number of hours for the heat treatment as referred to in Method A are given in Table 3. The additive packages were blended according to Method B. Method C was employed to blend the additive packages with the base fuel.

Fuel sample Comparative L was blended according to Method B, excepting that the antifoam component of the additive package was not heat treated (Method A). Method

C was employed to blend the additive package with the base fuel.

Method D was used to test the fuel samples after the blending procedures were completed.

5 Results and duration of heat treatment are given in Table 3 following in which statistically significant results are indicated by \*:-

Table 3

Sample	Duration of Heat Treatment (hours)	Foam Volume (ml) $\pm(2.604)\text{ml}$	Dissipation time (s) $\pm(1.054)\text{s}$
Comp. L	0	64	10
Comp. M	24	63	11
Example 3a	48	41*	6*
Example 3b	72	43*	5*
Example 3c	96	44*	4*

10 Example 4:

This example is designed to show the effect that the duration of heat treatment of the antifoam liquid has on the effect shown in Example 1.

15 Base fuel w and additive package c were used in this example.

The specified temperature for this example as referred to in Method A is 50°C.

The specified mass of base fuel as referred to in Method C is 500g.

20 The fuel samples for Comparative O and Examples 4a - 4c were prepared in the following way. The antifoam liquid was heat treated according to Method A. The specified number of hours for the heat treatment as referred to in Method A are given in Table 4. The  
25 additive packages were blended according to Method B.

Method C was employed to blend the additive packages with the base fuel.

Fuel sample Comparative N was blended according to Method B, excepting that the antifoam component of the additive package was not heat treated (Method A). Method C was employed to blend the additive package with the base fuel.

Method D was used to test the fuel samples after the blending procedures were completed.

Results and duration of heat treatment are given in Table 4 following, in which statistically significant results are indicated by \*:-

Table 4

Sample	Duration of Heat Treatment (hours)	Foam Volume (ml) $\pm(2.604)\text{ml}$	Dissipation time(s) $\pm(1.054)\text{s}$
Comp. N	0	62	10
Comp. O	24	61	10
Example 4a	48	48*	7*
Example 4b	72	43*	6*
Example 4c	96	43*	6*

Example 5:

This example is designed to show the effect that the temperature of the oven during the heat treatment in addition to the duration of the heat treatment has on the effect shown in Example 1.

Base fuel w and additive package a were used in this example.

The specified temperatures for this example as referred to in Method A are given in Table 5 below.

The specified mass of diesel fuel as referred to in Method C is 500g.

The fuel samples for Comparative Q and R and Examples 5a - 5j were prepared in the following way. The antifoam liquid was heat treated according to Method A. The specified number of hours for the heat treatment as referred to in Method A are given in Table 5. The specified temperatures for the heat treatment as referred to in Method A are also given in Table 5. The additive packages were blended according to Method B. Method C was employed to blend the additive packages with the base fuel.

Fuel sample Comparative P was blended according to Method B, excepting that the antifoam component of the additive package was not heat treated. Method C was employed to blend the additive package with the base fuel.

Method D was used to test the fuel samples after the blending procedures were completed.

Preparation conditions and results are given in Table 5 following, in which statistically significant results are indicated by \*:-

Table 5

Sample	Temperature (°C)	Duration of Heat Treatment (hours)	Foam Volume (ml) ±(2.604)ml	Dissipation time(s) ±(1.054)s
Comp. P	N/A	0	39	6
Comp. Q	40	24	39	5
Example 5a	40	48	35*	5*
Example 5b	40	72	35*	6*
Example 5c	40	96	35*	5*
Comp. R	50	24	39	5
Example 5d	50	48	33*	4*
Example 5e	50	72	31*	4*

Example 5f	50	96	31*	4*
Example 5g	60	24	31*	4*
Example 5h	60	48	32*	4*
Example 5i	60	72	33*	4*
Example 5j	60	96	31*	4*

Example 6:

This example is designed to show the effect that the concentration of the heat treated antifoam liquid in the fuel has on the effect shown in Example 1.

Base fuel x and additive packages a, d, e and f were used in this example.

The specified temperature for this example as referred to in Method A is 50°C.

The duration of the heat treatment of the antifoam as referred to in Method A is 72 hours in each case.

The specified mass of base fuel as referred to in Method C is 500g.

The fuel samples for Examples 6a-6d were prepared in the following way. The antifoam liquid was heat treated according to Method A. The additive packages were blended according to Method B. Method C was employed to blend the additive packages with the Diesel fuel.

Fuel samples Comparatives S-V were blended according to Method B, excepting that the antifoam component of the additive package was not heat treated. Method C was employed to blend the additive packages with the base fuel.

Method D was used to test the fuel samples after the blending procedures were completed.

Preparation details and results are given in Table 6 following, in which statistically significant results are indicated by\*:-

Table 6

Sample	Package	Antifoam Concentration in Fuel (ppmw)	Foam Volume (ml) $\pm(2.604)\text{ml}$	Dissipation time(s) $\pm(1.054)\text{s}$
Comp. S	d	2	37	14
Example 6a	d	2	31*	13
Comp. T	a	5	28	12
Example 6b	a	5	25*	10*
Comp. U	e	8	25	11
Example 6c	e	8	19*	8*
Comp. V	g	10	23	10
Example 6d	g	10	21*	8*

Example 7:

This example is designed to show the effect that the exclusion of different components of the additive package has on the effect shown in Example 1.

5 Base fuel w and additive packages g-m were used in this example.

The specified temperature for this example as referred to in Method A is 50°C.

10 The duration of the heat treatment of the antifoam as referred to in Method a was 72 hours in each case.

The specified mass of base fuel as referred to in Method C is 500g.

15 The fuel samples for Comparatives X, AA, DD and GG and Examples 7a - 7c were prepared in the following way. The antifoam liquid was heat treated according to Method A. The additive packages were blended according to Method B. Method C was employed to blend the additive packages with the base fuel.

20 Fuel samples for Comparatives W, Y, Z, BB, CC, EE and FF were blended according to Method B, excepting that the

antifoam component of the additive package was not heat treated (Method A). Method C was employed to blend the additive packages with the base fuel.

Method D was used to test the fuel samples after the blending procedures were completed.

Package specification and results are given in Table 7 following, in which, statistically significant results are indicated by\*:

Table 7

Sample	Complete Additive Package	Foam Volume (ml) ±(2.604)ml	Dissipation time(s) ±(1.054)s
Comp. W	g	38	10
Comp. X	g	37	9
Comp. Y	h	45	8
Example 7a	h	38*	5*
Comp. Z	i	43	11
Comp. AA	i	40	11
Comp. BB	j	37	10
Example 7b	j	35*	6*
Comp. CC	k	49	14
Comp. DD	k	48	12
Comp. EE	l	50	9
Example 7c	l	43*	6*
Comp. FF	m	46	9
Comp. GG	m	45	9

It will be noted that each of Examples 7a, b and c contain both antifoam and dehazer components.

Compositions omitting this combination failed.

Example 8:

This example is designed to further show the effect that the exclusion of different components of the additive package has on the effect shown in Example 1.

Base fuel w and additive packages h and n-p were used in this example.

The specified temperature for this example as referred to in Method A is 50°C.

5 The duration of the heat treatment of the antifoam as referred to in Method A was 72 hours in each case.

The specified mass of base fuel as referred to in Method C is 500g.

10 The fuel samples for Examples 7a, 8a - d were prepared in the following way. The antifoam liquid was heat treated according to Method A. The additive packages were blended according to Method B. Method C was employed to blend the additive packages with the base fuel.

15 Fuel samples for Comparatives Y, HH, II, JJ and KK were blended according to Method B, excepting that the antifoam component of the additive package was not heat treated. Method C was employed to blend the additive packages with the base fuel.

20 Method D was used to test the fuel samples after the blending procedures were completed.

Package specification and results are given in Table 8 following, in which statistically significant results are indicated by\*:

25

Table 8

Sample	Complete Additive Package	Foam Volume (ml) ±(2.604)ml	Dissipation time(s) ±(1.054)s
Comp. Y	h	45	8
Example 7a	h	38*	5*
Comp. HH	n	38	9
Example 8a	n	33*	7*
Comp. II	o	41	8



Example 8b	o	34*	6*
Comp. JJ	p	36	8
Example 8c	p	33*	8
Comp. KK	q	38	7
Example 8d	q	35*	7

It will be noted that each of Examples 7a and 8a, b, c and d contains both antifoam and dehazer components.

Example 9:

This example is designed to further demonstrate the effect shown in Example 1 by means of another method of testing the fuel samples.

Base fuels x, y and z and additive packages a2 and r to t were used in this example.

The specified temperature for this example as referred to in Method A is 50°C.

The duration of the heat treatment of the antifoam as referred to in Method A was 72 hours in each case.

The specified mass of base fuel as referred to in Method C is 70Kg.

The fuel samples for Example 9a-9g were prepared in the following way. The antifoam liquid was heat treated according to Method A. The additive packages were blended according to Method B. Method C was employed to blend the additive packages with the base fuel.

Fuel samples for Comparative LL-RR were blended according to Method B, excepting that the antifoam component of the additive package was not heat treated. Method C was employed to blend the additive packages with the base fuel.

Method E was used to test the fuel samples after the blending procedures were completed.

Package specification and results in Table 9 following:

Table 9

Sample	Complete Additive Package	Initial Fill %	Time to 98% Fill (s)	Time to 100% Fill (s)
Comp. LL	a2	87	135	155
Example 9a	a2	96	36	51
Comp. MM	r	94	47	63
Example 9b	r	94	41	61
Comp. NN	s	88	131	197
Example 9c	s	94	41	63
Comp. OO	r	91	55	98
Example 9d	r	93	50	88
Comp. PP	s	90	60	76
Example 9e	s	93	53	71
Comp. QQ	t	87	68	87
Example 9f	t	91	58	79
Comp. RR	t	94	49	104
Example 9g	t	95	42	57

It will be noted that each of Examples 9 a, b, c, d, e, f and g contains both antifoam and dehazer components.  
Example 10

This example is designed to show the concentration of polyether that shows the most significant improvement in antifoam performance when blended with the heat treated antifoam.

Base fuel v and additive packages u, v, w, x, and y were used in this example.

The specified temperature for this example as referred to in Method A is 50°C in each case.

The specified mass of base fuel as referred to in Method C is 500g.

The duration of the heat treatment of the antifoam as referred to in Method A was 72 hours in each case.

The fuel samples for Examples 10a-e were prepared in the following way. The antifoam liquid was heat treated according to Method A. The additive packages were blended according to Method B. Method C was employed to blend the additive packages with the Diesel fuel.

Fuel samples for Comparatives SS-WW were blended according to Method B, excepting that the antifoam component of the additive package was not heat treated (Method A). Method C was employed to blend the additive package with the Diesel fuel.

Method D was used to test the fuel samples after the blending procedures were completed.

Statistically significant results are indicated by \*

Table 10

Sample	Additive Package	Foam Volume (ml) $\pm(2.604)\text{ml}$	Dissipation time(s) $\pm(1.054)\text{s}$
Comp. SS	u	131	13
Example 10a	u	127*	13
Comp. TT	v	123	15
Example 10b	v	119*	14*
Comp. UU	w	119	12
Example 10c	w	112*	10*
Comp. VV	x	50	4
Example 10d	x	49*	2*
Comp. WW	y	53	4
Example 10e	y	50*	2*

Example 11

This example is designed to demonstrate the effect of improved antifoam performance when a heat treated antifoam is blended with a polyoxyalkylene glycol which is not a dehazer.

Base fuel v and additive packages z, aa, bb and cc were used in this example.

The specified temperature for this example as referred to in Method A is 50°C in each case.

5 The specified mass of base fuel as referred to in Method C is 500g.

The duration of the heat treatment of the antifoam as referred to in Method A was 72 hours in each case.

10 The fuel samples for Examples 11a-d were prepared in the following way. The antifoam liquid was heat treated according to Method A. The additive packages were blended according to Method B. Method C was employed to blend the additive packages with the Diesel fuel.

15 Fuel samples for Comparatives XX-ZZ and AA were blended according to Method B, excepting that the antifoam component of the additive package was not heat treated (Method A). Method C was employed to blend the additive package with the Diesel fuel.

20 Method D was used to test the fuel samples after the blending procedures were completed.

Statistically significant results are indicated by \*

Table 11

Sample	Additive Package	Foam Volume (ml) ±(2.604)ml	Dissipation time(s) ±(1.054)s
Comp. XX	z	60	4
Example 11a	z	57*	3*
Comp. YY	aa	65	5
Example 11b	aa	57*	5
Comp. ZZ	bb	112	8
Example 11c	bb	104*	7*
Comp. AAA	cc	96	8
Example 11d	cc	85*	6*

C L A I M S

1. A fuel oil composition comprising a major proportion of a liquid hydrocarbon middle distillate fuel oil, from 1 to 5000 ppmw based on the composition of a polyoxyalkylene glycol derivative and from 1 to 100 ppmw based on the composition of an organosilicone antifoam additive, wherein before mixing of the organosilicone antifoam with any other component of the fuel oil composition, the organosilicone antifoam additive is heated at a temperature of at least 40°C for a sufficient period of time to achieve improved antifoam properties of the fuel oil composition.

2. A composition according to Claim 1 wherein the temperature is in the range 40°C to 80°C.

3. A composition according to Claim 1 or 2 wherein the concentration of organosilicone antifoam additive in the composition is in the range 1 to 20 ppmw.

4. A composition according to Claim 3 wherein the concentration of organosilicone antifoam additive is in the range 2 to 10 ppmw.

5. A composition according to any one of Claims 1 to 4 wherein the concentration of polyoxyalkylene glycol derivative in the composition is in the range 1 to 20 ppmw.

6. A composition according to Claim 5 wherein the concentration of polyoxyalkylene glycol derivative is in the range 2 to 10 ppmw.

7. A composition according to any one of Claims 1 to 6 wherein the polyoxyalkylene glycol derivative is a dehazer.

8. A process for the preparation of a fuel oil composition according to any one of Claims 1 to 7 which comprises heating the organosilicone antifoam additive at the temperature of at least 40°C for the sufficient period of time, and admixing the resulting organosilicone antifoam additive, the polyoxyalkylene glycol derivative, and optionally other additive components with the fuel oil.

9. A process according to Claim 8 which comprises admixing the resulting organosilicone antifoam additive, the polyoxyalkylene glycol derivative and optionally other additive components, to form an additive concentrate, and thereafter admixing the additive concentrate with the fuel oil.

10. A method of fuelling a road vehicle equipped with a compression-ignition engine and a fuel tank therefor which comprises introducing into the fuel tank a composition according to any one of Claims 1 to 7.

# INTERNATIONAL SEARCH REPORT

Ir. att. Application No

PCT/EP 99/10448

## A. CLASSIFICATION OF SUBJECT MATTER

IPC 7 C10L1/14

According to International Patent Classification (IPC) or to both national classification and IPC

## B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

IPC 7 C10L

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practical, search terms used)

## C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category *	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	US 5 613 988 A (SPIEGLER ROLAND ET AL) 25 March 1997 (1997-03-25) cited in the application column 6, line 22 - column 7, line 19 ---	1,8,9
A	GB 2 308 129 A (LUBRIZOL CORP) 18 June 1997 (1997-06-18) page 21 - page 22; claims 1,8,11,12 ---	1,2,8,9
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A	US 5 334 227 A (GRABOWSKI WOJCIECH) 2 August 1994 (1994-08-02) cited in the application column 4, line 62 - line 68 ---	8,9
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☒ Further documents are listed in the continuation of box C.

☒ Patent family members are listed in annex.

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"&" document member of the same patent family

Date of the actual completion of the international search

20 April 2000

Date of mailing of the international search report

04/05/2000

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# INTERNATIONAL SEARCH REPORT

International Application No  
PCT/EP 99/10448

## C.(Continuation) DOCUMENTS CONSIDERED TO BE RELEVANT

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